



**TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

June 25, 2014

CALL NO. 304  
CONTRACT ID NO. 141030  
ADDENDUM # 1

Subject: Spencer County, FD04 SPP 108 0055 010-011  
Letting June 27, 2014

(1) Revised - Plans - R2G & R16

Proposal revisions are available at <http://transportation.ky.gov/Construction-Procurement/>.

Plan revisions are available at <http://www.lynnimaging.com/kytransportation/>.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

A handwritten signature in blue ink that reads "Diana Castle Radcliffe". The signature is fluid and cursive, with the last name "Radcliffe" being particularly prominent.

Diana Castle Radcliffe  
Director  
Division of Construction Procurement

DR:ks  
Enclosures



An Equal Opportunity Employer M/F/D

COUNTY OF	ITEM NO.	SHEET NO.
SPENCER	5-476.00	R2g

△  
REVISED 6-24-2014

# GENERAL NOTES

165 BEFORE YOU DIG

THE CONTRACTOR IS INSTRUCTED TO CALL 1-800-752-6007 TO REACH KY 811, THE ONE-CALL SYSTEM FOR INFORMATION ON THE LOCATION OF EXISTING UNDERGROUND UTILITIES. THE CALL IS TO BE PLACED A MINIMUM OF TWO (2) AND NO MORE THAN TEN (10) BUSINESS DAYS PRIOR TO EXCAVATION. THE CONTRACTOR SHOULD BE AWARE THAT OWNERS OF UNDERGROUND FACILITIES ARE NOT REQUIRED TO BE MEMBERS OF THE KY 811 ONE-CALL BEFORE-U-DIG (BUD) SERVICE. THE CONTRACTOR MUST COORDINATE EXCAVATION WITH THE UTILITY OWNERS, INCLUDING THOSE WHOM DO NOT SUBSCRIBE TO KY 811. IT MAY BE NECESSARY FOR THE CONTRACTOR TO CONTACT THE COUNTY COURT CLERK TO DETERMINE WHAT UTILITY COMPANIES HAVE FACILITIES IN THE AREA.

SPECIAL NOTES

SPECIAL NOTE 11 PORTABLE CHANGEABLE MESSAGE SIGNS  
(VARIABLE MESSAGE SIGNS ARE TO REMAIN IN POSSESSION  
OF THE CONTRACTOR. SPECIAL NOTE APPLIES)



190 DEPARTMENT OF THE ARMY PERMIT AND WATER QUALITY CERTIFICATION APPROVALS

A DEPARTMENT OF THE ARMY (DA) PERMIT, WHICH MAY REQUIRE APPROVAL OF A STATE WATER QUALITY CERTIFICATION FROM THE KENTUCKY DIVISION OF WATER, REGULATES THIS PROJECT AT ONE OR MORE LOCATIONS. PERFORM ALL APPLICABLE WORK IN COMPLIANCE WITH THE CONDITIONS STATED IN THE DA PERMIT AND THE APPROVED WATER QUALITY CERTIFICATION. POST A COPY OF THE DA PERMIT AND THE WATER QUALITY CERTIFICATION IN A CONSPICUOUS PLACE AT THE PROJECT SITE. IF A DA PERMIT OR WATER QUALITY CERTIFICATION APPROVAL IS PENDING, DO NOT WORK IN OR DISTURB THE DESIGNATED AREA(S) UNTIL OBTAINING THE APPROPRIATE APPROVAL(S). REFER TO NOTICE(S) CONTAINED IN THE CONTRACT BID PROPOSAL FOR DESIGNATED AREA(S) WHERE WORK IS PROHIBITED BY THE ABSENCE OF APPROVAL.

448 COMPACTION OF ASPHALT MIXTURES

WILL ACCEPT THE COMPACTION OF ASPHALT MIXTURES FURNISHED ON THIS PROJECT BY OPTION A ACCORDING TO SUBSECTIONS 402.03.02 AND 403.03.10 OF THE STANDARD SPECIFICATIONS.

455 EDGE KEY

THIS WORK INCLUDES CUTTING OUT THE EXISTING ASPHALT SURFACE TO A MINIMUM DEPTH AND WIDTH AS DETAILED ELSEWHERE IN THE PLANS SO THAT THE NEW SURFACE MAY HEEL INTO THE EXISTING SURFACE. THE CONTRACT UNIT PRICE BID LINEAR FOOT (PER METER) FOR "EDGE KEY" INCLUDES ALL NECESSARY MATERIALS, LABOR AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND DISPOSE OF THE REMOVED ASPHALT MATERIAL.

650 STANDARD DRAWINGS

STANDARD DRAWINGS ARE NOT ATTACHED TO THESE PLANS. A STANDARD DRAWING BOOK AND THE HEADWALL SUPPLEMENTAL BOOK MAY BE OBTAINED FROM THE POLICY SUPPORT BRANCH OF THE DEPARTMENT OF ADMINISTRATIVE SERVICES IN FRANKFORT, KY. AT (502) 564-3670

ROADBED NOTE, EMBANKMENT-IN-PLACE

USE EMBANKMENT-IN-PLACE WITH A MINIMUM C.B.R. VALUE OF 3.0 OR GREATER IN THE TOP 12 INCHES (300 MM) OF ROADBED IN CUT AND FILL SECTIONS.

FILE NAME: G:\PWORK\PATRICK.MATHENY\00979474.R00200GN.MUL.DGN

USER: Patrick.Matheny  
DATE PLOTTED: June 24, 2014

E-SHEET NAME:

MicroStation v8, 11, 7, 443

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TRAFFIC MANAGEMENT PLAN

COUNTY OF	ITEM NO.	SHEET NO.
SPENCER	5-476	R16

▲  
REVISED 6-24-2014

TRAFFIC MANAGEMENT PLAN NOTES

1.

Traffic shall be maintained in accordance with the current editions of the Manual on Uniform Traffic Control Devices, the Standard Specifications for Road and Bridge Construction and the Standard Drawings. Traffic travelling through the work zone must be protected from all obstacles for the duration of construction.
2.

The Contractor shall maintain a two-lane traveled way with a minimum pavement width of 20 feet. However, during working hours one-way traffic may be allowed at the discretion of the Engineer, provided adequate signing and flagpersons are at the location. There shall be no lane closures allowed on weekdays between the hours of 7am to 9am and 2pm to 6pm.
3.

Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid for at the lump sum bid price to "Maintain and Control Traffic" as set forth in the current Standard Specifications for Road and Bridge Construction unless otherwise provided for in these notes. The lump sum bid to "Maintain and Control Traffic" shall also include, but is not limited to, the following items and operations:

a.

All grading and necessary drainage (unless a bid item for diversion construction is included) for the temporary roadway and removal thereof when it is no longer needed. If a bid item for diversions is included, grading and drainage will be paid for in the bid item "Diversions".

b.

All labor and materials necessary for construction and maintenance of traffic control devices and markings.

c.

All flagpersons and traffic control devices such as, but not limited to, flashers, signs, barricades, vertical panels, plastic barrels (steel barrels will not be permitted) and cones necessary for the control and protection of vehicular and pedestrian traffic as specified in these notes, the plans, the Manual on Uniform Traffic Control Devices, or by the Engineer.
4.

Any temporary traffic control items, devices, materials, and incidentals shall remain the property of the Contractor, unless otherwise addressed, when no longer needed.
5.

The Contractor shall completely cover any signs, either existing, permanent or temporary which do not properly apply to the current traffic phasing, and shall maintain the covering until the signs are applicable or are removed.
6.

In general, all traffic control devices shall be placed starting and proceeding in the direction of the flow of traffic and removed starting and proceeding in the direction opposite to the flow of traffic.
7.

The Engineer and the Contractor, or their authorized representatives, shall review the signing before traffic is allowed to use any lane closures, crossovers, or detours. All signing shall be approved by the Engineer before work can be started by the Contractor.
8.

If the Contractor desires to deviate from the traffic control scheme and construction schedule outlined in these plans and this proposal, he shall prepare an alternate plan and present it in writing to the Engineer. This alternate plan can be used only after review and approval of the Divisions of Traffic, Design and Construction, and the Federal Highway Administration where applicable.
9.

If traffic should be stopped due to construction operations and an emergency vehicle on an official emergency run arrives on the scene, the Contractor shall make provisions for the passage of that vehicle as quickly as possible.
10.

Any roadways that are anticipated to be in use for a period of seven consecutive days or more for the maintenance of traffic shall be paved with bituminous surfacing materials as directed by the Engineer. The contractor will be assessed damages of \$1000/day for the time after 7 days that the roadway is not paved unless approved by the engineer. Payment shall be in accordance with the appropriate bid items for the type of bituminous material selected. Removal of such for continuing grade and drain work or any other permanent work item that may be in conflict with the temporary bituminous surfacing shall be incidental.
11.

During construction, if the Contractor moves equipment, material, etc. back and forth across public roadways that remain open, special provisions may be required by the Engineer. This may include but is not limited to, plating of existing pavements, flaggers, special signing, or lighting to emphasize the construction equipment crossing the roadway.
12.

All signs necessary for a marked detour will be provided by the contractor as required by standard drawings and the MUTCD. Signs outside the project limits shall be paid for by the square foot. This quantity shall include sign mounting hardware and posts.
13.

PROJECT PHASING AND CONSTRUCTION PROCEDURES

The specified completion date for this project is November 15, 2014.

During allowable working hours, single lane closures will be allowed when required by the actual work in progress. Maintain a minimum of one 13' traffic lane at all times during construction. At all times necessary for one lane-traffic operation, flaggers shall be used. Unless otherwise specified by the Engineer, the clear lane widths for 2-way traffic shall be 10 feet. Provide additional traffic control or flaggers as directed by the Engineer. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, the Contractor shall make provisions for the passage of the school bus as quickly as possible.

Phase I widening along KY 155/55, not pertaining to KY 1169, will be allotted 2 calendar weeks for completion.

Night work is allowed during the construction of this project.

14.

DIFFERENCE IN ELEVATION FOR TRAVEL LANES

A pavement edge that traffic is expected to cross in a lane change situation should not have an elevation difference greater than 1-1/4 inches.
15.

PAVEMENT DROP-OFF

Pavement edges that traffic is not expected to cross, except accidentally, should be treated as follows:

•

Less than 2 inches - No protection required. Warning signs should be placed in advance and throughout the drop-off area.

•

2 to 4 inches - Place plastic barrels, vertical panels or barricades every 100 feet on tangent sections for speeds of 50 miles per hour or greater. Cones may be used in place of plastic barrels, panels, and barricades during daylight hours. For tangent sections with speeds less than 50 miles per hour and curves, devices should be in accordance with the Manual on Uniform Traffic Control Devices.

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Greater than 4 inches - Positive separation or wedge with 3:1 or flatter slope needed. If there is 5 feet or more distance between the edge of pavement and drop-off, barrels, panels, or barricades may be used. If the drop-off is greater than 12 inches, positive separation is strongly encouraged. If concrete barricades are used, reflective devices or steady burn lights should be used for overnight installation.

For temporary conditions, drop-offs greater than 4 inches may be protected with plastic barrels, vertical panels or barricades for short distances during daylight hours while work is being done in the drop-off area.

Lesser treatments than those described above may be considered for low-volume local streets.

Payment will be allowed for the D.G.A. used for wedging.
16.

LANE & SHOULDER CLOSURES:

Do not leave short term lane closures in place during non-working hours. The lengths of the lane closures shall be only that needed for actual operations in accordance with the phasing specified herein, or as directed by the Engineer. A minimum of one lane must be kept open during all times with a minimum width of 13'. Traffic shall not be stopped for more than 15 minutes at a time and can only occur according to the following:

Prior to beginning construction, provide for approval by the Engineer a written plan for maintaining lane and shoulder closures during construction. Specifically identify locations where lane closures shall be in place and the anticipated duration of the closures. Include plans for signing required to implement and maintain the lane and shoulder closures. Channelization devices for lanes closures shall be drums unless otherwise specified in the Maintenance of Traffic Plans.
17.

REMOVAL OF PAVEMENT MARKINGS

The Contractor shall remove all pavement markings that do not conform to the traffic operation in use. In areas where the marking will conform to the final marking scheme or for other reasons will not be removed, markings shall be of a permanent type pavement marking material. All temporary markings which must be subsequently removed from the ultimate pavement shall be an approved temporary striping paint. Temporary striping paint shall be measured in linear feet for payment.

Markings on existing or temporary pavement may be removed by either an abrasion or burning process to the satisfaction of the Engineer. Painting of existing markings with bituminous or other materials to obliterate the markings shall not be allowed.
18.

CONTRACTOR'S VEHICLES

The Contractor's vehicles shall always move with and not against the flow of traffic. Vehicles shall enter and leave work areas in a manner which will not be hazardous to or interfere with normal traffic. Vehicles shall not park or stop except within work areas designated by the Engineer.
19.

PORTABLE CHANGEABLE MESSAGE SIGN

Portable Changeable Message Signs shall be placed at locations approved by the engineer. Upon project completion, the variable message signs shall remain in possession of the Contractor.
20.

Local access shall be maintained during all construction phases.
21.

END OF CONSTRUCTION

In the final phase, all lane closures will be removed and the facility will be reopened to traffic. Final surfacing operations will be completed for the entire project. This work will be done under traffic using lane closures and flaggers.

22.

SPECIFIED HOLIDAYS IN WHICH NO LANE CLOSURES ARE PERMITTED:

Unless the road closure is in place, no lane closures along KY 155/55 or KY 1169 will be allowed on the following days or nights:

July 4-6, 2014

Aug. 30-Sept. 1, 2014

Nov. 27-30, 2014

Dec. 24-28, 2014

Dec. 31, 2014-Jan. 1, 2015

Independence Day

Labor Day weekend

Thanksgiving weekend

Christmas Holiday

New Years Holiday
23.

PROJECT DISCRETION:

Refer to Section 108.09 of the current edition of the KENTUCKY STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION for disincentive rates applicable to work and phase completion.
24.

TEMPORARY CRASH CUSHIONS:

During Phase 2B Construction, phase work so that there are no more than two breaks in the barrier wall at one time for maintaining entrances.
25.

BLASTING:

Blasting shall be prohibited on this project. Rock structure excavation shall be performed in a method approved by the Engineer.

FOR MAINTENANCE OF  
TRAFFIC ONLY

CONSTRUCTION PHASING NOTES



			COUNTY OF	ITEM NO.	SHEET NO.	
			SPENCER	5-476	R16	
TRAFFIC MANAGEMENT PLAN						
TRAFFIC MANAGEMENT PLAN NOTES						
FILE NAME: G:\PWORK\PATRICK, MATHEW\0979474\ROI600MT_MU1.DGN	1.	Traffic shall be maintained in accordance with the current editions of the Manual on Uniform Traffic Control Devices, the Standard Specifications for Road and Bridge Construction and the Standard Drawings. Traffic travelling through the work zone must be protected from all obstacles for the duration of construction.	14.	DIFFERENCE IN ELEVATION FOR TRAVEL LANES	22.	SPECIFIED HOLIDAYS IN WHICH NO LANE CLOSURES ARE PERMITTED:
	2.	The Contractor shall maintain a two-lane traveled way with a minimum pavement width of 20 feet. However, during working hours one-way traffic may be allowed at the discretion of the Engineer, provided adequate signing and flagpersons are at the location. There shall be no lane closures allowed on weekdays between the hours of 7am to 9am and 2pm to 6pm.	15.	PAVEMENT DROP-OFF	Unless the road closure is in place, no lane closures along KY 155/55 or KY 1169 will be allowed on the following days or nights:  July 4-6, 2014 Independence Day Aug. 30-Sept. 1, 2014 Labor Day weekend Nov. 27-30, 2014 Thanksgiving weekend Dec. 24-28, 2014 Christmas Holiday Dec. 31, 2014-Jan. 1, 2015 New Years Holiday	
	3.	Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid for at the lump sum bid price to "Maintain and Control Traffic" as set forth in the current Standard Specifications for Road and Bridge Construction unless otherwise provided for in these notes. The lump sum bid to "Maintain and Control Traffic" shall also include, but is not limited to, the following items and operations:  a. All grading and necessary drainage (unless a bid item for diversion construction is included) for the temporary roadway and removal thereof when it is no longer needed. If a bid item for diversions is included, grading and drainage will be paid for in the bid item "Diversions".  b. All labor and materials necessary for construction and maintenance of traffic control devices and markings.  c. All flagpersons and traffic control devices such as, but not limited to, flashers, signs, barricades, vertical panels, plastic barrels (steel barrels will not be permitted) and cones necessary for the control and protection of vehicular and pedestrian traffic as specified in these notes, the plans, the Manual on Uniform Traffic Control Devices, or by the Engineer.	Pavement edges that traffic is not expected to cross, except accidentally, should be treated as follows:  • Less than 2 inches - No protection required. Warning signs should be placed in advance and throughout the drop-off area.  • 2 to 4 inches - Place plastic barrels, vertical panels or barricades every 100 feet on tangent sections for speeds of 50 miles per hour or greater. Cones may be used in place of plastic barrels, panels, and barricades during daylight hours. For tangent sections with speeds less than 50 miles per hour and curves, devices should be in accordance with the Manual on Uniform Traffic Control Devices.  • Greater than 4 inches - Positive separation or wedge with 3:1 or flatter slope needed. If there is 5 feet or more distance between the edge of pavement and drop-off, barrels, panels, or barricades may be used. If the drop-off is greater than 12 inches, positive separation is strongly encouraged. If concrete barricades are used, reflective devices or steady burn lights should be used for overnight installation.  For temporary conditions, drop-offs greater than 4 inches may be protected with plastic barrels, vertical panels or barricades for short distances during daylight hours while work is being done in the drop-off area.  Lesser treatments than those described above may be considered for low-volume local streets.  Payment will be allowed for the D.G.A. used for wedging.		23.	PROJECT DISCRETION:
	4.	Any temporary traffic control items, devices, materials, and incidentals shall remain the property of the Contractor, unless otherwise addressed, when no longer needed.	Refer to Section 108.09 of the current edition of the KENTUCKY STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION for disincentive rates applicable to work and phase completion.		24.	TEMPORARY CRASH CUSHIONS:
	5.	The Contractor shall completely cover any signs, either existing, permanent or temporary which do not properly apply to the current traffic phasing, and shall maintain the covering until the signs are applicable or are removed.	During Phase 2B Construction, phase work so that there are no more than two breaks in the barrier wall at one time for maintaining entrances.		25.	BLASTING:
	6.	In general, all traffic control devices shall be placed starting and proceeding in the direction of the flow of traffic and removed starting and proceeding in the direction opposite to the flow of traffic.	16.	LANE & SHOULDER CLOSURES:	Blasting shall be prohibited on this project. Rock structure excavation shall be performed in a method approved by the Engineer.	
	7.	The Engineer and the Contractor, or their authorized representatives, shall review the signing before traffic is allowed to use any lane closures, crossovers, or detours. All signing shall be approved by the Engineer before work can be started by the Contractor.	Do not leave short term lane closures in place during non-working hours. The lengths of the lane closures shall be only that needed for actual operations in accordance with the phasing specified herein, or as directed by the Engineer. A minimum of one lane must be kept open during all times with a minimum width of 13'. Traffic shall not be stopped for more than 15 minutes at a time and can only occur according to the following:  Prior to beginning construction, provide for approval by the Engineer a written plan for maintaining lane and shoulder closures during construction. Specifically identify locations where lane closures shall be in place and the anticipated duration of the closures. Include plans for signing required to implement and maintain the lane and shoulder closures. Channelization devices for lane closures shall be drums unless otherwise specified in the Maintenance of Traffic Plans.			
	8.	If the Contractor desires to deviate from the traffic control scheme and construction schedule outlined in these plans and this proposal, he shall prepare an alternate plan and present it in writing to the Engineer. This alternate plan can be used only after review and approval of the Divisions of Traffic, Design and Construction, and the Federal Highway Administration where applicable.	17.	REMOVAL OF PAVEMENT MARKINGS	The Contractor shall remove all pavement markings that do not conform to the traffic operation in use. In areas where the marking will conform to the final marking scheme or for other reasons will not be removed, markings shall be of a permanent type pavement marking material. All temporary markings which must be subsequently removed from the ultimate pavement shall be an approved temporary striping paint. Temporary striping paint shall be measured in linear feet for payment.  Markings on existing or temporary pavement may be removed by either an abrasion or burning process to the satisfaction of the Engineer. Painting of existing markings with bituminous or other materials to obliterate the markings shall not be allowed.	
	9.	If traffic should be stopped due to construction operations and an emergency vehicle on an official emergency run arrives on the scene, the Contractor shall make provisions for the passage of that vehicle as quickly as possible.	18.		CONTRACTOR'S VEHICLES	
	10.	Any roadways that are anticipated to be in use for a period of seven consecutive days or more for the maintenance of traffic shall be paved with bituminous surfacing materials as directed by the Engineer. The contractor will be assessed damages of \$1000/day for the time after 7 days that the roadway is not paved unless approved by the engineer. Payment shall be in accordance with the appropriate bid items for the type of bituminous material selected. Removal of such for continuing grade and drain work or any other permanent work item that may be in conflict with the temporary bituminous surfacing shall be incidental.	19.		PORTABLE CHANGEABLE MESSAGE SIGN	
USER: Patrick, Mathew DATE PLOTTED: March 3, 2014	11.	During construction, if the Contractor moves equipment, material, etc. back and forth across public roadways that remain open, special provisions may be required by the Engineer. This may include but is not limited to, plating of existing pavements, flaggers, special signing, or lighting to emphasize the construction equipment crossing the roadway.	20.		Local access shall be maintained during all construction phases.	
E-SHEET NAME:	12.	All signs necessary for a marked detour will be provided by the contractor as required by standard drawings and the MUTCD. Signs outside the project limits shall be paid for by the square foot. This quantity shall include sign mounting hardware and posts.	21.		END OF CONSTRUCTION	
MicroStation v8.11.7.443	13.	PROJECT PHASING AND CONSTRUCTION PROCEDURES	In the final phase, all lane closures will be removed and the facility will be reopened to traffic. Final surfacing operations will be completed for the entire project. This work will be done under traffic using lane closures and flaggers.		FOR MAINTENANCE OF TRAFFIC ONLY	
		The specified completion date for this project is November 15, 2014.  During allowable working hours, single lane closures will be allowed when required by the actual work in progress. Maintain a minimum of one 13' traffic lane at all times during construction. At all times necessary for one lane-traffic operation, flaggers shall be used. Unless otherwise specified by the Engineer, the clear lane widths for 2-way traffic shall be 10 feet. Provide additional traffic control or flaggers as directed by the Engineer. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, the Contractor shall make provisions for the passage of the school bus as quickly as possible.  Phase I widening along KY 155/55, not pertaining to KY 1169, will be allotted 2 calendar weeks for completion.  Night work is allowed during the construction of this project.				
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